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Palmetto AVIATION

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VOLUME 11, NUMBER 12

South Carolina Aeronautics Commission

DECEMBER, 1983

Tower chief invites visitors

Bob Patterson, chief of the Columbia Air Traffic Control Tower, has issued invitations to all who are interested to come up and see the control tower operation. All Bob asks is that you call 794-1304 between 8 a.m. and 4:30 p.m. so his people will know how many to expect and when.

Asked if this is a new program, Patterson said, "It's always been available but many chiefs don't want to bother with the public. I've never understood that because the facility belongs to them."

FSS weather briefings tailored to pilot's skills

When you call Flight Service for a weather briefing, how often do you stop to put yourself in the briefer's shoes.

Weather briefers are qualified to translate forecasts and reports into weather you can expect along your route of flight but how well they do this depends, in large measure, on the background information you give the briefer when you call.

To be effective, the briefing should be tailored to the specific needs of the pilot. A corporate instrument-rated turboprop pilot will need different in-

formation than a student pilot.

Recently, pilots and members of an FAA task group were asked to study problems related to the pilot weather briefing program and to make suggestions for improvement. They offered several ideas, many of which were incorporated into the new terms and procedures weather briefers began using on Aug. 4, 1983.

The following letter provided by the FAA Flight Service Station in Florence addresses the subject of weather briefings in depth and presents outlines of

Continued, p. 3

SCAC hires Wayne Corley, civil engineer for airports

The S.C. Aeronautics Commission has hired Mr. Wayne L. Corley, a registered civil engineer who will be responsible for the development of the state's system of airports.

Mr. Corley is a native of South Carolina and a graduate of the University of South Carolina. He has been involved in aviation since 1967 when he was in the Navy serving in avionics and general maintenance of the A-7 attack aircraft in Vietnam.

He began his civilian career in 1975 at the Columbia consulting engineering firm of Talbert Cox and Associates where he participated in the development of the South Carolina State Airport System Plan as well as many in-

dividual airport master plans in the Carolinas.

In 1978, he signed on with Wilbur Smith and Associates as airport engineer and subsequently became senior airport engineer for the firm. A few of his projects included the rehabilitation of runway 11/29 and construction of a new rental car parking and access roads at the Columbia Metropolitan Airport; a new realigned runway at the Beaufort County Airport; parallel taxiway at Hilton Head Island; Aiken Municipal Airport Runway rehabilitation; and numerous other planning, design and construction projects. ➔



WAYNE L. CORLEY
Responsible
for Airport Development



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the S.C. General Assembly to foster and promote air commerce within the state.

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Airport access problems subject of task force report

SUMMARY OF THE CONGRESSIONAL AIRPORT ACCESS TASK FORCE REPORT by Henry M. Burwell

Earlier this year, an Airport Access Task Force was organized under the auspices of the Civil Aeronautics Board to report on problems of airport access. The Task Force was composed of three working groups devoted to reviewing noise and environmental constraints, terminal space and gates, and groundside congestion. The members of the groups were from both the private and public sector. The findings and recommendations of the Task Force were presented to Congress pursuant to Public Law 97-248. This law directed the Secretary of Transportation to appoint an Airport Access Task Force to study the problem of allocating scarce airspace and facilities.

The Task Force Working Group A determined that noise, environmental and airspace constraints have significantly impaired airport capacity and access. Consequently, new airport construction has been halted or delayed. Further, use restrictions have reduced airport access and have increased operational costs. The impact of such increased costs has been to reduce operation profitability, slow fleet modernization and prolong the noise problem.

Working Group A concluded that the aviation industry and the federal government need to address the national noise problem to reduce the proliferation of aircraft operational restrictions. Failure to resolve this problem could seriously restrict system growth, alter aviation market patterns and competition and influence aircraft development and design. In this regard, a national noise impact reduction plan with facets of mandatory land use planning and reduction of incompatible land uses will stabilize loss of airport capacity and facilitate future growth.

Finally, the Working Group A Task Force primary recommendations to Congress were that Congress should

consider legislation that would involve the federal government in the review of local noise restrictions, provide economic incentives to air carriers to modernize fleets, provide economic incentives for landowners to convert incompatible land uses, minimize local limitations on FAR 36 noise certificated aircraft, and fully appropriate and disburse funds of the new Airport Improvement Program (AIP) to help solve these problems.

The Task Force Working Group B determined that since airline deregulation, terminal access problems for air carriers have been exacerbated. Further, the situation is not expected to improve in the near future because of more "hubbing" of air carriers, undeveloped regional commuter service and expected recovery of the economy. As a result, the group devoted its attention to cases where terminal space was available but otherwise was restricted due to contractual or industry trade practices and to cases where no space was available except by reallocation of fixed resources.

Working Group B concluded that many aviation industry practices could be modified to better implement the objectives of deregulation. These modifications may need to occur in the areas of exclusive and long-term leases, majority-in-interest clauses, negotiating committees, sublease fees and charges, ground handling agreements and assignment of terminal space. Finally, Working Group B recognized that airport operators should possibly be required to administer a reallocation policy to insure a fair redistribution of terminal and gate facilities. However, it did not presently recommend federal government regulatory or statutory intervention. Instead, the Task Force identified three approaches which will trend away from exclusive use of

Continued, p. 8

Pilots: Take briefer into your confidence

Continued from p. 1

various weather format briefings that briefers will be using.

This letter is presented in the interest of aviation safety and with the goal that it will help pilot and briefer better communicate with each other regarding the briefings:

First, the object of a weather briefing is to provide the pilot with a "picture" of weather and aeronautical information, enabling him to make decisions leading to a safe, efficient flight. But, the briefer must also have an accurate picture of you, the pilot, so the information can be tailored to your needs.

The briefing is considerably different for a student or private pilot in a Cherokee as compared with an instrument-qualified pilot in a turboprop or a jet. There needs to be a clear understanding of the qualifications or limitations of both you and your aircraft, right from the start.

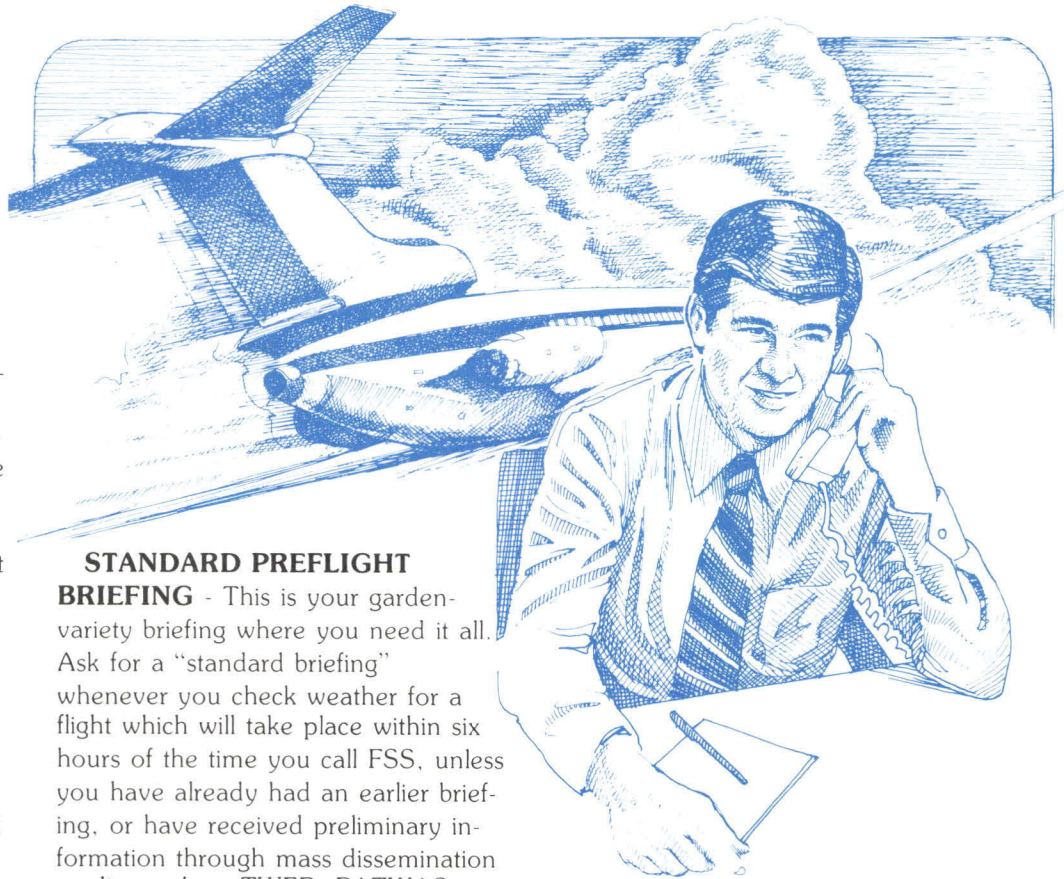
You provide the briefer this needed picture when you volunteer the following background information in your opening statement:

- Aircraft Number and Type
- Type of Flight - (Can you go IFR? Must you go VFR?)
- Departure Airport (Where? When?)
- Destination Airport and ETA
- Route (if other than direct) and preferred altitude(s)

If you don't want or need a standard briefing but desire only a few selected items, make this clear to the briefer at the outset. Realize that most briefings are recorded. In the event of an incident, if the matter is looked into, the tape will tell the tale. Like, "I don't need all that garbage."

Don't make the specialist brief you blind-folded. Take the briefer into your confidence. We're convinced you'll be pleased with the result.

Until now, a weather briefing was just a weather briefing, with no distinction as to type. To help you obtain the best possible service, types have been identified, based on different needs for particular flights. We include recommendations as to how you should ask for the information.



STANDARD PREFLIGHT

BRIEFING - This is your garden-variety briefing where you need it all. Ask for a "standard briefing" whenever you check weather for a flight which will take place within six hours of the time you call FSS, unless you have already had an earlier briefing, or have received preliminary information through mass dissemination media, such as TWEB, PATWAS, VRS, etc. (In these cases, an AB-BREVIATED BRIEFING may suffice.)

Pilots either love or hate the format briefing. It seems there's no middle ground. Maybe it's fear of the unknown or a suspicion of new methods that causes distrust or resentment.

Let's dismantle a STANDARD PREFLIGHT BRIEFING and see what makes it tick.

Briefers draw from all available weather and other information to SUMMARIZE data applicable to the proposed flight. They do not read weather reports and forecasts verbatim UNLESS you specifically request it:

Your briefing will normally be given in the following sequence, using the items **where applicable**:

ADVERSE CONDITIONS -

Anything that might influence you to alter or cancel the proposed flight, such as hazardous weather, runway closures, NAVAID outages, etc. This **CAN** save you and the briefer time in the event any of these might cause you to feel, "I've heard enough. I'd better check

back later."

VFR - When VFR flight is proposed, and the actual or forecast conditions, surface-based or aloft, are such that, in the briefer's judgment, visual flight might be doubtful, he will advise, "VFR flight is not recommended." (NOTE: Of course, they should also tell you WHY, and give you some idea as to when, based on forecasts, you might expect the situation to change in your favor. The phrase is **never** intended to tell you that you cannot make the proposed VFR flight. As it should be. The final decision always rests with you, the pilot.)

SYNOPSIS - A brief statement of the cause of weather which might affect your proposed flight. "Cold Front approaching rapidly from the west. A deep Low in Eastern Arkansas with a strong pressure gradient."

CURRENT WEATHER - When your proposed departure time is within two hours, the reported

Continued, p. 4

FSS Weather briefings

Continued from p. 3

weather, including PIREP's, for departure, en route, and destination, is SUMMARIZED.

EN ROUTE FORECAST -

Forecast en route conditions for your route are SUMMARIZED in logical order (departure, climbout, en route, descent).

DESTINATION FORECAST -

For your planned ETA, including any significant changes within one hour before and after planned arrival time.

WINDS ALOFT - Forecast winds and temperatures aloft, as needed.

NOTAM's - Notices to Airmen, not previously published, pertinent to proposed flight, as needed.

OTHER INFORMATION AS REQUIRED OR IF REQUESTED.

That may look like a formidable shopping list, but a distinction has to be made between what is available and what is PERTINENT or APPLICABLE.

The briefer will often signal an end to his brief by adding, "Request you pass any PIREP's of interest or significance to en route or destination FSS." There's usually no more accurate or believable information than that reported recently by a pilot who's just been through that weather.

ABBREVIATED BRIEFING -

Ask for an "abbreviated briefing" when you do not require everything included in a Standard Briefing. This new briefing category is designed to supplement or update data already received. Here are three cases that apply:

1. You've already received a full, "standard" briefing from FSS or National Weather Service. This, then, is a request for an update, prior to departure. The briefer can then limit the data to major changes in weather or aeronautical conditions occurring since that time. (We still need your background information and the time of your previous briefing.)

2. You've already gotten weather information from one of the mass briefing outlets, such as TWEB, PATWAS, VRS, etc. You'll probably want information to supplement what you've gotten. This could include such items as NOTAM's, any delays, destination forecast, etc. (Give us your background information and what items you've received, and we can go on from there.)
3. You want only one or two specific items, for whatever reason. Make this point clear to your briefer. (Background information not required here.)

OUTLOOK BRIEFING - When checking weather for planning purposes, if your ETD is six hours or more away, request an "outlook briefing." After receiving pertinent background information, the briefer will provide forecast data applicable to the proposed flight.

INFLIGHT BRIEFING - FAR 91.5, Preflight Action, states that each pilot-in-command shall, BEFORE BEGINNING A FLIGHT, familiarize himself with all available information concerning that flight. This includes your Preflight Weather Briefing. In those rare instances when you do require a preflight briefing by radio, contact FSS rather than EFAS; be sure to provide pertinent background information; and specify the type of briefing required. The inflight specialist, after briefing you, may possibly recommend that you shift to the EFAS frequency when conditions indicate.

(NOTE: Following any briefing, feel either you or the briefer may have missed. It helps if you save any questions until the end. This way, the briefer can present the picture in a logical sequence, lessening the chance of important items being overlooked.)

With the pilot and the briefer working together, talking the same language, this new program should prove to be very successful. ➔

Synthetic oil is available from SC dealers

In our September issue, we noted that the FAA had approved a synthetic engine oil called Avoil for use in AVCO-Lycoming engines.

The lubricant is manufactured by AMS/OIL, Inc. of Superior, WI and is available in South Carolina from the following dealers:

Bill Boyce - Charleston
762-0732

Bob Fralick - Summerville
871-0963 (Evenings)

Bob Morris - Camden
254-6367 (Day)
438-9523 (Evenings)

Larry Yon - Columbia
871-0963

Bill Stoia - Manning
478-4764

Kirt Thomason -
Greenville/Spartanburg
834-8814

Carroll Chaplin - Columbia
772-2492 (Evenings)

For further information about the oil or a dealer in your area, please contact Bill Boyce, P.O. Box 12921, Charleston, SC or phone him at the number above. ➔

Auto crash kills Lancaster FBO

Brad Bancroft, the FBO at Lancaster County Airport, was killed Wednesday, Nov. 23 in a one car accident on a county road near his home.

Lancaster County Law Enforcement officers say Bancroft's four wheel drive Scout ran off the road and overturned, throwing him through the windshield.

New 4,600 foot runway now open at Owens Field

Owens Field, Columbia's general aviation in-town airport, recently re-opened with a new 4,600 foot runway, a new parking ramp and terminal building.

The airport, popular with pilots because of its close-in location, has been the subject of a sometimes heated debate as to whether it should be renovated or closed and moved to another site.

During the years since it was built, residential development has encroached on the airport on three sides. Some houses were literally across the street from the old runway ends.

To meet FAA criteria for 20-1 ap-

proach slopes, it was decided to build a new runway generally parallel to the existing Seaboard Coastline Railroad Tracks on the east of the field. In the process, a track which crossed the proposed runway had to be relocated.

The \$2.4 million project began about a year ago and was funded entirely with state and local funds. There were no federal funds used in the project.

Airport manager Jim Hamilton said, "I think it was significant that we were able to relocate a throughline railroad track to build a general aviation airport."

Several years ago, Hamilton said, Richland County Council voted 4-1 to close Owens Field. He credited first Dr. Frank Harrison and later council chairman Jimmy Bales for working to reverse that decision. "Today, I bet you couldn't get anyone of the eleven members to vote against the airport," he said.

Will the airport now be included in the National Airport Systems Plan and eligible for federal funding?

"I certainly hope so. We have 109 based aircraft and a 4,600 X 75 foot runway," Hamilton said.

The new runways at Owens Field are 13 and 31. The pattern is right traffic for 13 and left traffic for 31. Unicom is 122.8 ➔

Lawyer-Pilots group to meet January 25

The next meeting of the Lawyer-Pilots Bar Association will be Jan. 25-29 at the Treasure Cay Beach Hotel, Abaco Island, Bahamas.

The group meets semi-annually at various locations about the United States and Canada to share legal experience, hear experts in the field of aviation and improve skills to better represent the aviation community.

For more information contact David E. Prewitt, Suite 1400, 1314 Chestnut St., Philadelphia, PA. 19107 (215) 546-5636. ➔

Breakfast Club

On Nov. 6, 65-70 people in 30 airplanes dropped into the Timmonsville Airport for breakfast, conversation and a little unfinished business.

Two weeks earlier the Orangeburg meeting, normally a time for the election of officers, had been rained out. So on the morning of Nov. 6, the members held their annual meeting and re-elected club officers for another year.

Re-elected were: Gerald Ballard, President; David Oswalt, Mid-State Vice President; Fred Powell, Upper State Vice President; Rudy Branham, Lower State Vice President and Coy Derrick, Historian.

Ballard said the club meeting schedule is being booked up for the year, with most meetings through May already set. There are presently three open dates (Feb. 26, Mar. 11, and Mar. 25). If anyone would like to host the Breakfast Club on any of those dates, please call Gerald Ballard at (404) 724-2651 or Anne Hawkins at 432-3095.

The current meeting schedule is as follows:

Dec. 18	Sumter Municipal Airport, Sumter
Jan. 1	Owens Field, Columbia
Jan. 15	Newberry Municipal, Newberry
Jan. 29	Corporate Airport, Pelion
Feb. 12	Clarendon County, Manning
Feb. 26	open
Mar. 11	open
Mar. 25	open
Apr. 8	Huggins Airport, Timmonsville
Apr. 22	Lancaster County, Lancaster
May 6	Darlington County, Darlington
May 20	Daniel Field, Augusta, Ga.
Jun. 3	*House Movers Field, Batesburg

*This field is a private airport and is not shown on the current state WAC chart. Check a current sectional chart for this field's location. ➔

Metro opens reconstructed runway 5/23

At noon on Wednesday, November 23rd, the newly re-built runway 5/23 at Columbia Metropolitan Airport opened for traffic. The runway has been closed since June 13th for re-construction.

Recently the airport's other runway (11/29) was opened to its new full length of 8600 feet. Previously the runway was 7551 feet long. The 1049 foot extension provides additional capacity and safety margins for the larger aircraft serving the airport.

Costs of the project were a joint undertaking of the Richland-Lexington Airport Commission, the Federal Aviation Administration, and the S.C. Aeronautics Commission. Total cost is \$3.9 million. Shares of this cost are shown below:

FAA	\$3.3 Million
Airport Commission	\$550,000
SCAC	\$50,000

All costs of this project have been funded without reliance on property tax millage for debt service costs.

The project represents completion of the first phase of airport development anticipated by the Master Plan adopted by the Richland-Lexington Airport Commission in 1981. ➔

What do you do if . . .

The right door opens on takeoff

You've just ended one leg of a business trip. You get on to the taxiway and into position for takeoff so as not be late to your next appointment. Almost at the moment of rotation and liftoff, the cockpit is filled with a mind-numbing noise. Charts and checklists are blown about. Your adrenaline skyrockets. After a few seconds, you realize the door has popped open. With relief, you ponder what to do next . . .

In the overwhelming majority of singles and light twins, the consistent - and potentially dangerous - element in a dooropening incident is that the door lets go right after rotation. This is because the fuselage develops lift as well as the wings. So on airplanes with doors that blend into the contour of the upper fuselage, the pressure differential can cause an improperly secured door to pop open. While that, in itself, does not constitute an unduly critical occurrence, pilots have been known to turn it into one and lose their lives as a result.

Chuck Sewell, chief test pilot for

Grumman Aerospace, has had doors open on him several times in his company's light twin. Says Sewell, "The worst thing you can do is spring into action and start trying to muscle the door shut. Its position doesn't have the slightest effect on the way the airplane flies. If you start messing with it on climbout, you're asking for a stall-spin." Adds Sewell, "There is almost no way you can reach across to the right side with one hand, and still fly well enough to maintain proper parameters."

Sewell once had the door open while flying with a plane load of people. Despite the fact that a strong, unfazed passenger in the right seat tried to close and lock the door, it stayed opened until Sewell came back and landed.

Set mind to land immediately

The ground is the best place to close the door because the pressure differential that caused it to open in the first place makes it almost impossible to close in the air. No matter how

tight your schedule, if a door opens set your mind to land immediately. Let the tower (if there is one) know what your problem is and what your intentions are. The noise level in the cockpit will be intense, so you may have to yell into the mike to make yourself heard. If you have a passenger in the right seat who's freaking out from fear of being sucked out the door, do your best to convince him he's going to be okay. But don't let your concern for him interfere with your job of flying the airplane as precisely and normally as you can under the circumstances.

A useful exercise to take the novelty out of this potential occurrence is to open the door as you are setting up in the pattern to land. Only attempt this, however, when you have another pilot or instructor in the right seat. The best precaution of all is to check that you latch the door securely before every takeoff. — Aviation Accident Investigator. ➔

FAA issues notice on Mode S transponders

The FAA has issued an Advance Notice of Proposed Rulemaking (ANPRM) on the use of Mode S transponders in certain areas of the National Airspace System.

The Mode S transponder, an evolutionary advancement over the current beacon type transponder, is considered to be a key piece of avionics equipment needed to participate in and receive service benefits of the proposed automated air traffic control system through the year 2001.

Besides giving position and altitude information, the Mode S transponders will function as discrete data links and make it possible to communicate with aircraft individually and privately. The equipment will also make it possible to receive weather data, ATC

clearances, traffic advisories and other non-verbal messages directly into the cockpit on a CRT display.

According to the FAA ANPRM, "It is recognized that (the proposal) would have long range and far reaching effects. The FAA, therefore, solicits comments from all interested parties, on all of its aspects."

Persons may obtain a copy of the ANPRM by writing FAA, office of Public Affairs, Attention, Public Information Center, APA-430, 800 Independence Ave., SW, Washington, DC 20591 or by calling (202) 426-8058. Ask for notice number 83-16.

Comments must be received on or before Jan. 17, 1984. ➔

Maintenance Note

Water had gotten in to the fuel of a Cessna 182P through leaking fuel caps. The caps were resealed and the system was drained. More water appeared after the aircraft was flown again. The tank's covers were removed and water was found trapped between wrinkles in the fuel cell. Holding the aircraft tail section to the ground and physically shaking the aircraft is the best method for dislodging the water. Then drain all the sumps, taking special precautions to drain at least 1 quart from the main fuel sump on the firewall.

The submitter recommends this procedure be followed after the aircraft has been exposed to rain or snow or after any long periods of storage. ➔

Tour of 'Spruce Goose,' other sites planned

A three-day tour of Los Angeles and Long Beach, California, including a visit to the famous "Spruce Goose", a night on the Queen Mary and a tour of Universal City Studios are being planned for Feb. 2-5.

Called "Muse through the Spruce Goose," the tour is being handled by Pal Travel and Tours. The price is \$735 per person and includes air and ground transportation and hotel accommodations (see below).

If you would like to join the tour, clip and send the application below with a \$200 deposit to Jack Hilton at the address shown below. If you would like further information call Jack at the number shown.



HIGHLIGHTS:

Thursday, February 2:

Leave Columbia on a commercial airline between 7:00 and 7:30 a.m. Breakfast on flight. Arrive Los Angeles 10:50/11:07 a.m. Transfer to Long Beach, Visit Spruce Goose, Check in hotel. Queen Mary welcome cocktail. Evening Free.

Friday, February 3:

Tour Queen Mary. Motorcoach transfer to Los Angeles. Visit Universal city and City Tour. Check in hotel. Welcome cocktail. Remainder of afternoon and evening at leisure.

Saturday, February 4:

Free, or, for those who wish, a bus tour may be arranged.

Sunday, February 5:

Approximately 11:00 a.m. return Columbia. Lunch on flight. Arrive between 8:30/9:30 p.m.

PRICE PER PERSON: \$735.00*
(+ \$10 service charge for those wishing to use Charge Card on entire package)

INCLUDED:

Transportation: - Air fare on commercial airlines Columbia/Los Angeles roundtrip

-Bus transfers from airport to hotel roundtrip

-Bus transfer from Long Beach to Los Angeles

Hotels:

-First Class Hotels (first night on Queen Mary in Long Beach), including taxes and gratuities. Welcome cocktail in Long Beach and Los Angeles.

Sightseeing:

-Tour of Spruce Goose, tour of Queen Mary, Tour of Los Angeles and Universal City Tour.

NOT

INCLUDED:

-Items of a personal nature or any item not specifically mentioned above.

APPLICATION

I am interested in taking part in the tour: Muse Through the Spruce Goose

NAME: _____

ADDRESS: _____

PHONE: (h) _____ (o) _____ NUMBER OF PERSONS: _____

I wish to share a room with: _____

FOR PLANE:

Smoking/Non-Smoking: _____ SEAT REQUEST (window, aisle, etc) _____

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FOR THOSE WISHING TO USE CREDIT CARDS: (No charge for plane)

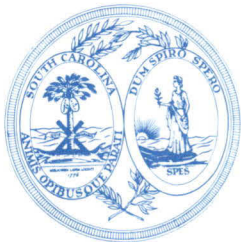
Type of card: _____ Name on Card: _____

Number: _____ Expiration Date: _____

*Air fare due to increase approximately \$20 in early December. We can guarantee air fare with deposit to airline. your early deposit will cover this.

CONTACT PERSON: Mr. Jack Hilton/The Shade Shop, 2022 Marion St. Cola., S.C. 29201

Office Phone: 252-1749 or home phone: 782-0088



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AERONAUTICS COMMISSION**
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Columbia, South Carolina 29202

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Airport access problems. . .

Continued from p. 2

space. Those approaches include airport retention of a portion of space, joint and concurrent use of space, and use of preferred space. Thus, the Task Force prefers giving airport proprietors flexibility to allocate limited resources. This allocation is necessarily achieved in balancing the interest of those users who need the space, the need to maximize use of airport resources, and the requirement to afford adequate protection to capital investors in the facilities.

The Task Force Working Group C determined that airport ground access to major airports is a significant problem. The group concluded that unless the groundside congestion problem is solved, future airport capacity

will be limited.

Working Group C recommended that Congress do several things including: ensure funding for aviation planning grants, support joint project development among various federal agencies involved in airport access issues, authorize use of federal funds to install ground transportation systems, and encourage development of off-airport terminal facilities. Further, the group recommended that the Federal Inspection Services modernize and simplify its procedures to minimize delay and maximize efficient use of resources.

*Mr. Burwell is a member of the law firm of BARRINGER, ALLEN, PINNIX & BURWELL
Greenville, S.C.*

Camden Unicom is changed

**Bill Hawkins, Airport manger
at Woodward Field, Camden,
advises that the airport's
unicom frequency was changed
Nov. 1 to 123.0**



Correction

**The Aiken Airport was incor-
rectly referred to last month as
the Aiken County Airport. Its cor-
rect name is the Aiken Municipal
Airport.**



Seasons Greetings